More than 2-million lb of textured stainless steel will go into the 57-story Canadian Imperial Bank of Commerce building now under construction in Toronto, making it the largest stainless steel curtain wall building in the world. When completed in 1972, it will be taller than New York City's 52-story Union Carbide building, which was completed in 1959 and has only 600,000 lb of stainless steel curtain walls (ENR 7/10/58 p.34).

Kawneer Co. Canada Ltd., Toronto, is fabricating the building's massive 48-in. x 52-ft stainless steel spandrel beams and the column covers using a specially developed cold rolled process that finishes the ⅛-in.-thick sheet steel with a low reflectivity texture that still retains the stainless steel shine.

An international joint venture of architects, Page & Steele, Toronto, and I.M. Pei and Partners, New York City, designed the 784-ft-high bank building tower as the focal point of a $100-million, four-building complex for downtown Toronto.

## Airstream carries solid waste in high-rise collection system

A prototype solid waste collection system that uses pneumatic tubes to carry waste within high-rise apartment buildings to a central collection point will be installed in a 2,585-unit project in New York City.

Solid waste deposited in chutes on each floor will be carried by a 60-mph airstream in the installation planned for the five-year-old Warbasse development.

The system will eliminate incineration of waste in the building, thus reducing air pollution, according to a spokesman for the Department of Health, Education and Welfare, which is paying $568,000, or two-thirds of the $852,000 cost. Cost advantages of centralized collection are also claimed.

Installing the unit is Environmental Systems Division of Aerojet-General Corp., El Monte, Calif., distributor under license from the system's developer, AB Centralsug, Stockholm, Sweden.

Refuse will fall through existing chutes past a valve to horizontal 20-in. dia steel tubes that run below ground to a central station where waste will be compacted and dumped into modular bins for removal by specially adapted sanitation department trucks.

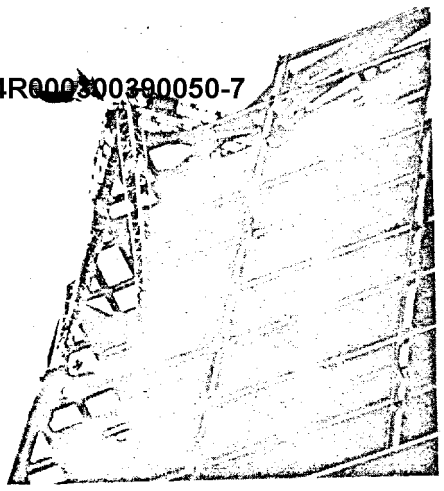
An anchoring cable slipped its clamps last week causing the collapse of a 110-ft guy derrick on the 28th floor of the 32-story Winters National Bank and Trust Co. building under construction in Dayton, Ohio (ENR 4/23 p. 3).

Charles W. Danis, president of B.G. Danis Co., Inc., Dayton, the general contractor, said inspection indicated the accident occurred when two of five cable clamps failed because they were not fully tightened.

The derrick, with a 110-ft mast and 100-ft boom, collapsed as it was lifting a 2 to 3-ton steel load to the 22nd floor. The load, almost at its destination, dropped only 2 to 3 ft. No one was injured, but the derrick's boom and mast draped over five floors, damaging structural members already in place.

Steel subcontractor, Ohio Valley Riggers and Erectors, Inc., also of Dayton, will probably have to replace at least one steel column and possibly 10 to 12 beams at one corner of the building where the accident occurred. Ultrasonic testing equipment will be used to determine the extent of damage.

Neither contractor nor architect (Lorenz, Williams, Williams, Lively & Likens, Dayton) has filed a report of the accident with the city, according to Elmer F. Stansberry, superintendent of the city's division of building inspection. Danis said his company plans to file no report because none is required. A written report by architect or contractor is entirely optional, says Stansberry.



**Collapsed derrick** dropped load in building.

Similarly, no accident report was required or filed after the partially completed roof of the University of Dayton field house collapsed last year, according to Stansberry (ENR 3/13/69 p.19). The Danis Co., a $55.9-million-a-year firm, was also general contractor on the field house job. Despite the accident, the building was completed ahead of schedule and is now in use.

## Garage gets temporary reprieve after failure

The remaining grade level portion of a two-level parking structure that partially collapsed in Omaha, Neb., earlier this month will be put back into service on a temporary basis, according to the city's department of permits and inspection (ENR 4/23 p.15).

Department superintendent Joseph A. Rogers, who originally ordered the grade level of the structure demolished, last week rescinded the order and issued a 30-day permit for partial use of the structure.

No injuries occurred, but 49 cars were damaged when the $1-million garage collapsed. Peter Kiewit Sons' Co., Omaha, was the contractor for the two-year-old Clarkson Hospital garage.

The architect, Leo A. Daly Co., Omaha, appealed to Rogers to defer any demolition order after the contractor, on the architect's advice, shored the remaining grade level slab.

Rogers conducted a load test, which he said revealed cracks at numerous points where concrete joists joined the structure's concrete slab roof. After the test, the contractor added spot shoring down the center of each bay and under cracks where shoring was already in place.

Under the city's orders, about 70% of the upper level may now be used for parking. The lower level may not be used at all, says Rogers.

Rogers says the cause of the collapse is still undetermined. Although the city is now inspecting the structure daily, there is no requirement for a city investigation of any collapse when no injuries occur. And, any report filed with the city by a contractor or architect is optional, says Rogers.

Meanwhile, a spokesman for Daly said two structural engineering consultants (Wiss-Janey-Elstner & Associates, Chicago, and T.Y. Lin, Kulka, Yang & Associates, San Francisco) are investigating the failure and will recommend possible corrective action.